

# EXHIBIT B

 <b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b>		NTSB ID: CEN14LA241		Aircraft Registration Number: N246AK	
		Occurrence Date: 05/06/2014		Most Critical Injury: Serious	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Crivitz	State WI	Zip Code 54114	Local Time 1118	Time Zone CDT	
Airport Proximity: Off Airport/Airstrip	Distance From Landing Facility:				
Aircraft Information Summary					
Aircraft Manufacturer KINSLER ARTHUR PAUL		Model/Series KINSLER LANCAIR/MKII/NO SERIES			Type of Aircraft Airplane
Revenue Sightseeing Flight: No		Air Medical Transport Flight: No			
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>*** Note: NTSB investigators may not have traveled in support of this investigation and used data provided by various sources to prepare this aircraft accident report. ***</p> <p>On May 6, 2014, about 1118 central daylight time, an amateur built Kinsler Lancair MKII airplane, N246AK, sustained substantial damage during a forced landing following a loss of engine power near Crivitz, Wisconsin. The pilot sustained serious injuries during the forced landing. The aircraft was registered to and operated by the pilot under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Visual meteorological conditions prevailed for the flight, which was not on a flight plan. The flight originated from the J. Douglas Bake Memorial Airport, Oconto, Wisconsin, about 20 minutes prior to the accident, and was destined for the Ford Airport (IMT), near Iron Mountain Michigan.</p> <p>The pilot reported that about 10-15 minutes into the flight he detected the odor of aviation gasoline inside the cockpit. He said that he looked at his fuel pressure gauge and it read zero so he turned on the electric boost pump. The gauge reading still read zero, so he turned the boost pump off. The airplane's engine was losing power. The pilot used his GPS receiver to a turn toward the Crivitz Municipal Airport (3D1), Crivitz, Wisconsin, but he was not able to visually locate the airport. He saw a large field and performed a forced landing with the landing gear retracted.</p> <p>The Federal Aviation Administration Inspector that examined the airplane at the accident scene saw a fitting on the engine driven fuel pump that did not have a hose attached. He was unable to physically access the fitting during the on-scene examination. After the airplane was recovered from the accident site, another examination revealed that the fitting was the inlet fitting of the mechanical fuel pump. The hose that attached to the fitting had come loose and was no longer attached. The hose was present and the fitting on the hose and the mating fitting on the fuel pump showed no physical damage. The fittings appeared to be standard AN fittings. The location of the fitting in question was above the level of the fuel tanks and would have prevented leaking or siphoning of fuel when the airplane was parked.</p>					
Updated on Aug 25 2015 1:06PM					
<b>FACTUAL REPORT - AVIATION</b>					

 <b>FACTUAL REPORT</b> <b>AVIATION</b>	NTSB ID: CEN14LA241					
	Occurrence Date: 05/06/2014					
	Occurrence Type: Accident					
Landing Facility/Approach Information						
Airport Name N/A	Airport ID:	Airport Elevation Ft. MSL	Runway Used N/A	Runway Length	Runway Width	
Runway Surface Type:						
Runway Surface Condition: Rough; Vegetation						
Approach/Arrival Flown: <b>NONE</b>						
VFR Approach/Landing: <b>Forced Landing</b>						
Aircraft Information						
Aircraft Manufacturer <b>KINSLER ARTHUR PAUL</b>	Model/Series <b>KINSLER LANCAIR/MKII/NO SERIES</b>			Serial Number <b>778</b>		
Airworthiness Certificate(s): <b>Experimental (Special)</b>						
Landing Gear Type: <b>Retractable - Tricycle</b>						
Amateur Built Acft? Yes	Number of Seats: 2	Certified Max Gross Wt.		1685 LBS	Number of Engines: 1	
Engine Type: <b>Reciprocating</b>	Engine Manufacturer: <b>LYCOMING</b>		Model/Series: <b>IO-360-B1E</b>		Rated Power: <b>180 HP</b>	
- Aircraft Inspection Information						
Type of Last Inspection <b>Conditional</b>	Date of Last Inspection <b>02/2014</b>		Time Since Last Inspection <b>4 Hours</b>		Airframe Total Time <b>790 Hours</b>	
- Emergency Locator Transmitter (ELT) Information						
ELT Installed?/Type Yes /	ELT Operated?		ELT Aided in Locating Accident Site?			
Owner/Operator Information						
Registered Aircraft Owner <b>MCGRAW DANIEL J</b>	Street Address					
	City <b>LENA</b>				State <b>WI</b>	Zip Code <b>541399437</b>
Operator of Aircraft <b>MCGRAW DANIEL J</b>	Street Address					
	City <b>LENA</b>				State <b>WI</b>	Zip Code <b>541399437</b>
Operator Does Business As:	Operator Designator Code:					
- Type of U.S. Certificate(s) Held: <b>None</b>						
Air Carrier Operating Certificate(s):						
Operating Certificate:	Operator Certificate:					
Regulation Flight Conducted Under: <b>Part 91: General Aviation</b>						
Type of Flight Operation Conducted: <b>Personal</b>						

 <b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b>	NTSB ID: CEN14LA241											
	Occurrence Date: 05/06/2014											
	Occurrence Type: Accident											
First Pilot Information												
Name On File			City On File			State On File		Date of Birth On File		Age 66		
Sex:	Seat Occupied: Left	Occupational Pilot? Unknown				Certificate Number: On File						
Certificate(s): Flight Instructor; Commercial												
Airplane Rating(s): Single-engine Land												
Rotorcraft/Glider/LTA: Helicopter												
Instrument Rating(s): Airplane; Helicopter												
Instructor Rating(s): Airplane Single-engine; Instrument Airplane												
Current Biennial Flight Review?												
Medical Cert.: Class 3		Medical Cert. Status: With Waivers/Limitations				Date of Last Medical Exam: 07/2013						
<b>- Flight Time Matrix</b>		All A/C	This Make and Model	Airplane Single Engine	Airplane Mult-Engine	Night		Instrument	Rotorcraft	Glider	Lighter Than Air	
		Total Time	2839	389	680	4	370	228	96	2155		
		Pilot In Command(PIC)	2270	374	645	0				1625		
		Instructor										
		Instruction Received										
		Last 90 Days	4.1	4.1	4.1							
		Last 30 Days	4.1	4.1	4.1							
		Last 24 Hours										
Seatbelt Used?		Shoulder Harness Used?				Toxicology Performed? No			Second Pilot? No			
Flight Plan/Itinerary												
Type of Flight Plan Filed: None												
Departure Point OCONTO					State WI	Airport Identifier OCQ		Departure Time	Time Zone			
Destination IRON MOUNTAIN					State MI	Airport Identifier IMT						
Type of Clearance: None												
Type of Airspace: Class G												
Weather Information												
Pilot's Source of Wx Information:  Unknown												

National Transportation Safety Board  
**FACTUAL REPORT**  
**AVIATION**

NTSB ID: CEN14LA241

Occurrence Date: 05/06/2014

Occurrence Type: Accident

## Weather Information

WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
MNM	1615	UTC	625 Ft. MSL	20 NM	90 Deg. Mag.
Sky/Lowest Cloud Condition: Clear				Ft. AGL	Condition of Light: Day
Lowest Ceiling: None		Ft. AGL		Visibility: 10 SM	Altimeter: 30.14 "Hg
Temperature: 8 °C	Dew Point: -2 °C	Weather Conditions at Accident Site: Visual Conditions			
Wind Direction: 80	Wind Speed: 8		Wind Gusts:		
Visibility (RVR):	Ft.	Visibility (RVV)	SM		

## Precip and/or Obscuration:

No Obscuration; No Precipitation

## Accident Information

Aircraft Damage: Substantial	Aircraft Fire: None	Aircraft Explosion: None
------------------------------	---------------------	--------------------------

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL	
First Pilot		1			1	
Second Pilot						
Student Pilot						
Flight Instructor						
Check Pilot						
Flight Engineer						
Cabin Attendants						
Other Crew						
Passengers						
- TOTAL ABOARD -		1			1	
Other Ground						
- GRAND TOTAL -		1			1	

 <p>National Transportation Safety Board <b>FACTUAL REPORT</b> <b>AVIATION</b></p>	NTSB ID: CEN14LA241	
	Occurrence Date: 05/06/2014	
	Occurrence Type: Accident	
Administrative Information		
Investigator-In-Charge (IIC) John M. Brannen		
Additional Persons Participating in This Accident/Incident Investigation:  Mark Tremmel FAA - Milwaukee FSDO Milwaukee, WI		